

16/00409/FUL**CONSTRUCTION OF A NEW CAR SHOW ROOM, WITH
DRIVE THROUGH SERVICE LANE, EXTERNAL
LANDSCAPING, PARKING AREAS, VEHICLE DISPLAY
AREAS, VALETING FACILITIES AND ASSOCIATED
ROADWAYS****LAND BETWEEN THE ATHENAEUM HEALTH CLUB AND
CHERRY ORCHARD WAY, ROCHFORD**

**APPLICANT: NIGEL BAYLIS CHARTER PROJECTS
(DEVELOPMENTS) LTD**

**ZONING: BUSINESS USE B1 AND B2 (LONDON SOUTHEND
AIRPORT ENVIRONS JOINT AREA ACTION PLAN
(DECEMBER 2014)**

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHE SOUTH

1 THE SITE

- 1.1 This application is to a wedge shaped site having an area of some 1.57ha (3.8 acres) located between Cherry Orchard Way and Aviation Way. The locality is part of the commercial area about London Southend Airport.
- 1.2 Further to the west of the site fronting the opposite side of Cherry Orchard Way are a group of car dealerships. The frontage to the east of the site onto Aviation Way includes a mixture of office, industrial and leisure uses, including the health club located immediately south of the site. The site includes part of the car park to this health club.
- 1.3 The southernmost point of the site adjoins the existing roundabout junction that serves the automotive retail park.
- 1.4 The site is overgrown with weeds between various fencing.
- 1.5 The site does not at present have access onto Cherry Orchard Way, but has access onto Aviation Way.

- 1.6 The site frontage onto Cherry Orchard Way runs parallel to Bridle Way No. 10, which runs along the entire site frontage between the site and the carriageway.

2 PLANNING APPLICATION DETAILS

- 2.1 This application is a full application for a proposed motor dealership. The site would be laid out with a two storey flat roofed building sited to the middle and wider part of the site, which will comprise a show room element fronting onto Cherry Orchard Way with back office functions. The rear larger part of the building would contain the workshops and service areas. Between these two areas would be an enclosed drive through service area.
- 2.2 The main building would have an overall width fronting onto Cherry Orchard Way of 45.6m and a depth of 74.2m. The building would have an overall height of 8m.
- 2.3 The show room element would be finished in a flat profile dark grey metal cladding. The connecting link and workshop element would be finished in a contrasting light grey trapezoidal and mesh cladding.
- 2.4 A mezzanine to the first floor middle part of the building would provide further office and hospitality area, together with parts storage, archive storage and canteen.
- 2.5 To the northern part of the site would be sited a smaller single storey sloped roofed valeting building.
- 2.6 The open area either side of the main building and fronting Cherry Orchard Way would be given over to used car display. The remainder of the site would be given over to visitor and staff parking, together with vehicle storage for the service function. Part of the flat roof area to the main building above the workshop areas would also provide roof top parking for the service function.
- 2.7 The site would be accessed by a new eastern arm to the existing roundabout that serves the Rochford Business Park. Two access points onto Aviation Way would serve as a secondary entrance and exit for service vehicles.
- 2.8 The outside vehicle display areas would be finished in a charcoal grey coloured block paving with silver grey coloured demarcation. The customer parking areas would be finished also in block paving but in a reverse arrangement whereby the spaces would be block paved in a silver grey colour and the spaces demarcated in charcoal grey colour. Heavily trafficked vehicle circulation and storage areas would be surfaced in a tarmac finish. The pedestrian walkways would be finished in a gravel surface bonded in resin.
- 2.9 The application is accompanied by a number of supporting documents:-
- Planning Statement

- Design and Access Statement
- Transport Statement
- Workplace Travel Plan
- Flood Risk Assessment
- Ecological Assessment Report for Land at the Athenaeum Club
- Arboricultural Impact Assessment
- Geotechnical and Geo-Environmental Site Investigation
- Mechanical and Electrical Services Energy Statement

2.10 The application follows pre-application advice with District officers.

3 RELEVANT PLANNING HISTORY

3.1 Application No.08/00670/FUL

Construct Five Storey 163 Room Hotel, Restaurant, Ballroom, and Conference Facilities and Two Four Storey Office Buildings, Construct New Access from Cherry Orchard Way, Landscaping and Parking.

Permission granted 3 November 2008.

4 CONSULTATIONS AND REPRESENTATIONS

Rochford Parish Council

4.1 Members have expressed concern about the access to the site.

Essex County Highways

4.2 Advise that from a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to the following mitigation and heads of conditions:-

- 1) Submission of Construction Method Statement to provide for
 - a) the parking of site operatives and visitors vehicles.
 - b) Loading and unloading of plant and materials.
 - c) Storage of plant and materials
 - d) wheel and under body washing facilities.
- 2) Prior to commencement of the development , the new roundabout arm shall be provided as shown in principle on drawing WIE-11288-SA-95-0011-A01.The new arm shall be provided with clear to ground visibility splays and designed to accommodate existing movements associated with Bridle Way No. 10.

- 3) Prior to commencement of the development, the new access points on Aviation Way shall be provided with clear to ground visibility splays.
- 4) Provision of areas within the site for loading and unloading of materials and manoeuvring prior to occupation.
- 5) No unbound material to be used in the surface treatment within 15m of the vehicular access.
- 6) No discharge of surface water onto the highway.
- 7) No occupation until the vehicle parking area is provided.
- 8) Each vehicle parking space shall be a minimum of 2.9m x 5.5m.
- 9) Cycle/powered two wheeler parking as shown on the plan shall be provided prior to occupation.

Essex County Council Sustainable Urban Drainage (original reply to consultation)

- 4.3 As the Lead Local Flood Authority (LLFA) this Council provides informal advice on SuDS schemes for major developments.
- 4.4 In providing advice this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:-
 - The CIRIA SuDS Manual (C697)
 - Non-statutory technical standards for sustainable drainage systems
 - Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
 - BS8582 Code of practice for surface water management for development sites.

Lead Local Flood Authority Position

- 4.5 Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we object to the granting of planning permission based on the following:-
 - The Flood Risk Assessment (FRA) submitted with this application does not comply with the requirements set out in the County Council's detailed drainage checklist. Therefore the submitted documents do not provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular the FRA fails to:-
 - Restrict to a suitable run off rate. In line with County guidance run off should be restricted to the 1 in 1 green field rate or equivalent green field rates. If this is not feasible, would expect to see a minimum of 50% betterment on brown field rates.
 - Demonstrate how surface water will be treated on site.
 - Show there is permission in principle to discharge to the chosen out fall.

- Provide a drainage plan.
 - Provide a topographical survey.
 - Advise also that infiltration and ground water testing will need to be conducted at detailed stage.
- 4.6 Since the above objections were received the applicants have provided further information by way of green field run off calculations, topographical survey, existing record drawings, proposed drainage layout and confirmed the site investigation to demonstrate the shallow ground overlying impermeable silty clay and therefore unsuited to soakaways. The surface water run off would be routed through by pass separators prior to discharging to the public sewer network.
- 4.7 In response to the further information provided by the applicants the County Council make the following updated comments:-
- Further comments from Essex County Council Sustainable Urban Drainage**
- 4.8 The discharge rates are acceptable, however permission will be required from Anglian Water. Happy for this to be a condition to the grant of planning permission.
- 4.9 There is some customer and staff parking in areas east of the site, which could create more significant movement. However, if the applicant believes a petrol interceptor is enough treatment then we are happy that the applicant provides evidence at a later stage that this will be enough treatment.
- 4.10 Request that the drainage plan be updated with revised storage volumes and run off rates and that these be supported with calculations.
- Essex County Council Specialist Archaeological Advice**
- 4.11 Advise that the Essex Historic Environment Record shows the proposed development site is located to the south and south west of Cherry Orchard Lane Brick Field, which revealed evidence of multi period settlement and activity from the Iron Age through to the post medieval period. It is possible that further archaeological remains could still survive in this area, which would be destroyed by this development.
- 4.12 In view of this the following recommendation is made in line with the National Planning Framework.
- 4.13 Recommendation: Full condition.
- “No development or preliminary ground works of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority”.
- 4.14 The archaeological work will comprise evaluation trenches of the proposed development area, followed by excavation if archaeological features are found. All field work should be conducted by a professional, recognised contractor in accordance with a brief issued by this office.

London Southend Airport

- 4.15 Advise that calculations show, given the position and height, the application will have no effect upon airport operations and therefore have no safeguarding objections, subject to the following conditions:-
- 4.16 The lighting/externally illuminated signage for this scheme must be EASA compliant.

Rochford District Council Arboricultural and Woodlands Officer

- 4.17 The tree impact assessment correctly identifies and categorises trees in accordance with BS 5837:2012.
- 4.18 The trees are generally obscured from view by existing site features; they are small, internal trees with limited amenity value. The trees appear to have been planted as amenity trees but have not received formal management since, which has resulted in leaning stems, low crowns with epicormic shoots and distorted crowns.
- 4.19 I have no objection to the proposal.
- 4.20 I would recommend a suitable tree planting scheme be submitted as a condition of consent, should development be permitted. Tree planting should be in accordance with BS 8545:32014.
- 4.21 The ecology report and survey provided with the application recommends further survey work for reptiles and badgers. This should be carried out in accordance with the recommendations provided in the report and the guidance/standing advice provided by Natural England for protected species.

Rochford District Council Principal Environmental Health Officer

- 4.22 Environmental Health report that if Members are minded to approve the application the following conditions should be attached to any consent granted:-
 - 1) In the event that land contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Neighbour Representations

- 4.23 There has been no reply from nearby occupiers to the notification letters sent, site and press notices.

5 MATERIAL PLANNING CONSIDERATIONS

- 5.1 The key matters for determination are the acceptability of:-
- the principle of the development of the site and design considerations
 - the proposed access arrangements and highway considerations
 - other planning considerations, including issues such as flood risk, drainage and ecology.

Principle of Development

- 5.2 The National Planning Policy Framework encourages development in sustainable locations to ensure sufficient land of the right type is available to support growth and innovation. The applicant states that the facility proposed would replace temporary premises for Jaguar/Land Rover currently fronting the A127 and where 25 people are employed. The vision has been to find a site large enough to accommodate a prestigious building and to allow the dealership to grow. This has been particularly difficult to find in this area.
- 5.3 Policy ED2 to the Council's adopted Core Strategy generally supports the development potential at London Southend Airport.
- 5.4 The site is within an area allocated for business use primarily for use classes B1 and B2 covering the range of light and general industrial uses, as identified by the London Southend Airport Environs Joint Area Action Plan (December 2014) (JAAP).
- 5.5 The site is within an area described in the JAAP as identified for change due to inefficient use as an employment area, with a poor visual environment that undermines the realisation of the greater potential for the area. The aim is therefore to seek significant improvement to the public realm and the improved desirability as a place of work through the promotion of opportunities for re-development.
- 5.6 The site is outside the area allocated for Saxon and Nestuda business parks, which are envisaged to deliver a quantum of jobs in the period post 2021. The site is outside the operational boundary of the airport to which policy LS1 refers and envisaged for specialist air-related industrial activity. The site is also outside the public safety zones, which restrict the grant of permission where there would be an increased density of persons employed.
- 5.7 Policy E1 to the JAAP states that the general area will be developed as a strategic employment area to support the delivery of additional jobs in the

period to 2021, including employment directly related to the airport. Policy E2 to the JAAP gives support to applications of a B1 and B2 use type.

- 5.8 The use as a main car dealership features a mix of uses that whilst a car dealership does not benefit from a specific use class designation, however would be dominated by vehicle repair and servicing skills that are technical and industrial in nature. This must be balanced with the extensive outdoor display and vehicle parking areas that demand such a large site.
- 5.9 The main building proposed would have a gross floor area of some 4,084 square metres. The show room element of this building would comprise 23% of the total floor space. The office space would equate to some 21% of the total floor space. The remaining servicing areas would equate to some 56% of the total floor space. It can be seen that the servicing use (56%) and office use (21%) dominates the overall use of the main building. These two aspects of the use are akin to B2 (general industrial) and B1 (office) uses.
- 5.10 The applicant states that a total of 98 jobs would result at the development proposed, of which 25 would be transfers from the existing smaller premises.
- 5.11 The preamble to policy E3 Saxon Business Park to the JAAP, suggests a density figure of one full time equivalent job per 11.4 square metres for the business park area. Based on the floor space of the building proposed, the number of jobs anticipated to the proposed car dealership would equate to one full time equivalent job for every 42 square metres of floor space. Furthermore, there would be extensive areas across the site in use for parking and display, which reduce the employment density of the scheme proposed much lower.
- 5.12 The site is not, however, within the business park or air-related locations within the JAAP that anticipate higher density and specialised employment provision. Instead, the main focus to that part of the plan in which the site is located, is to improve the public realm at the same time as encouraging further employment uses. As explained above, the development as a whole is Sui Generis and is outside a given use class. However, officers consider that on balance, the technical service aspects and office back up would dominate the employment activity proposed and are akin to B1 and B2 use, such that the dealership use would not strongly conflict with the aims of the JAAP. Furthermore, the site includes existing surplus car parking to the adjoining health club that would otherwise make no meaningful contribution to employment opportunities. Taking account also of the location of the car dealerships opposite the site to the Rochford Business Park and also fronting Cherry Orchard Way, together with the site location at the very western edge of the JAAP plan area and location furthest away from airport activity, the proposed dealership would be appropriately located. Consequently the

proposed dealership would generally accord with the development plan and would be acceptable in principle to this site.

Design Considerations

- 5.13 Policy CP1 to the Council's adopted Core strategy strongly advocates good design that has regard to local flavour. By its very nature, the dealership building must make distinct the difference between customer facing (show room) and operational (back office and servicing) zones. Areas for the open display of vehicles need to be distinct from customer and staff parking areas.
- 5.14 The proposed building would present an active frontage onto Cherry Orchard Way intentionally visible to passing traffic and pedestrians. This would also mirror the approach to the four separate vehicle show rooms and display areas fronting the opposite side of Cherry Orchard Way to the Rochford Business Park.
- 5.15 The external materials in contrasting sheet and mesh metal cladding in contrasting grey colour with structural windows, would achieve a building with clean lines and a presence modern in appearance and reflecting the high tech. aspirations for the wider re-developments nearby. The simple cubic form of the main building and smaller sloped roofed valeting centre to the northern end of the site would be balanced by the extensive open areas of the site. The design would be functional to suit the vehicle related activity but of a quality in appearance to reflect the marque of the product for sale. The design form would reflect the local flavour of the group of car dealerships that front Cherry Orchard Way and would complete the built frontage to the eastern side of Cherry Orchard Way. The design of the buildings and palette of materials selected by the applicant would achieve a building of good quality design in accordance with policy CP1. However, the precise details of the external materials would require detailed consideration following submission of better particulars required by a condition to the grant of permission.
- 5.16 Policy ENV 10 to the Council's adopted Core Strategy and Policy ENV 7 to the JAAP require new non residential development to achieve a BREEAM rating of "excellent". The Mechanical and Electrical Services energy statement accompanying the application states the siting of the north west facing show room will take advantage of passive solar gain. The lighting throughout the development will feature energy efficient florescent and LED. Where practical, lighting will be controlled by sensor.
- 5.17 The heating and cooling systems will be provided by high efficiency heat air recovery systems selected for their seasonal energy savings. The temperature of the respective internal environments will be remotely set.
- 5.18 Photovoltaic panels may be included to be installed on the building roof.

- 5.19 The general conclusions of the supporting statement are that the design of the building will exceed the required BREEAM rating in accordance with policies ENV 10 and ENV 7.

Access Arrangements and Highway Considerations

- 5.20 The location of the site would not prejudice the intended access to the development areas and green corridor to the country park identified at policy T1 of the JAAP.
- 5.21 The site would be served by an access formed from the existing roundabout that serves the Rochford Business Park. This would be intended for customers with site servicing by way of two site entrances to the eastern side of the site onto Aviation Way.
- 5.22 The transport assessment accompanying the application concludes that the proposed car dealership would result in an increase in vehicle movements in comparison to the under-used car park to the health club and more than the approved 150 bedroomed hotel development previously approved on this site.
- 5.23 The previously approved hotel is considered to have been likely to generate 57 No. two way vehicle movements in the AM peak hour (0800- 0900 hours) and 52 two way vehicle movements in the PM peak hour (1700 – 1800 hours).
- 5.24 The assessment concludes that the proposed dealership would generate 93 two way vehicle movements in the AM peak period and 87 two way vehicle movements in the PM peak hour.
- 5.25 The assessment concludes that despite the increase of 36 two way vehicle movements to the AM peak hour and an increase of 35 vehicle movements to the PM peak hour, the development proposed would be unlikely to significantly affect highway safety or capacity on the road network. The County Highway Authority has considered the findings of the assessment and has no objection to raise. Officers conclude that the traffic associated with the development proposed can be accommodated on the highway network.
- 5.26 The parking standard for both vehicle show rooms and vehicle service centres are stated separately to the Council's adopted standards.
- 5.27 The show room proposed has a floor area of 617.4 square metres. The vehicle display areas are to a further 2,117 square metres. These display areas require a maximum of 61 car parking spaces (six of these spaces should be for disabled users) a minimum of 9 cycle spaces and 3 powered two wheeler spaces.
- 5.28 The motor vehicle service centre element would have some 56 staff and a floor area of 1,901 square metres requiring a maximum of 110 car parking spaces (six of these spaces should be for disabled users), a minimum of 14 cycle spaces and 3 powered two wheeler spaces.

- 5.29 As a result, the proposal would require a maximum of 161 car parking spaces of which 12 No. should be to disabled size, a minimum of 23 No. cycle spaces and 6 No. powered two wheeler spaces.
- 5.30 The submitted layout provides 29 No. customer car parking spaces and 46 No. staff car parking spaces (total 75 No.) at the Council's preferred standard 5.5m deep and 2.9m in width. The layout would provide 5 No. larger disabled car parking spaces within this provision. The layout proposed would also provide 26 No. cycle spaces and 5 No. powered two wheeler spaces.
- 5.31 The site is within a sustainable location. The application is supported by a travel plan advocating car sharing and other measures to reduce car journeys such as the provision for cycling. No objection has been raised by the County Highway Authority to the level of parking provision for staff and customers proposed. Officers consider that the layout proposed satisfies the Council's parking standards in that sufficient provision would be made for the use proposed.

Flood Risk Issues

- 5.32 The site is located within flood zone 1, the area least at risk from flooding and to which development should be directed.
- 5.33 The Flood Risk assessment accompanying the application states that typical infiltration systems such as swales, permeable pavements and soakaways are not expected to be viable on this site due to the presence of impermeable ground. The strategy for the development proposed is to therefore drain both foul and surface waters to existing mains drainage with attenuation by way of below ground storage sized for the 1 in 100 year plus climate change event, reduced by 30%.
- 5.34 In response to consultation, the County Council Lead Flood Authority first raised objection, given the omission of run off calculations and the omission of topographical details. Since the receipt of that objection, the applicant has provided further supporting information and clarification such that, subject to conditions concerning that further information and the agreed discharge rates, now allow for permission to be granted and there is no formal objection to the application on flood risk grounds.

Ecology and Protected Species

- 5.35 Policy DM27 to the Council's Development Management Plan requires consideration of the impact of development on the natural landscape including protected habitat and species. National planning policy also requires the planning system to contribute to and enhance the natural environment by minimising impacts on biodiversity, providing net gains in biodiversity where possible.

- 5.36 The application is accompanied by an ecological assessment of the site which found the site to be covered with common weeds and grasses which found no signs of reptiles or great crested newts but three foraging holes by badgers indicating the possible presence of an outlier sett. Whilst there is evidence of nesting birds, the site is suitable for reptiles even though no evidence was found on the site of reptiles. The survey noted that it is difficult to establish the presence of reptiles and great crested newts from one survey visit. The assessment therefore recommended further survey work to establish the presence or otherwise and suitable mitigation for badgers and reptiles.
- 5.37 The applicant has commissioned further survey work that has been and is being undertaken since August this year but with the findings yet to be received. The applicant's ecologist has, however, anticipated that given the development would have extensive site coverage a licence will be required to close any badger sett and that if reptiles are found to be present, mitigation will be likely to require translocation and the preparation of a receptor site.
- 5.38 The site is contained to the west by a main road and estate road to the east that in turn affects movement of species. Given the site constraints and close proximity of commercial development surrounding the site, the populations likely to be present of slow worm and common newt affected are likely to be low. Officers therefore consider that in this case the further survey findings and mitigation can be required to be considered as a condition to the grant of permission.
- 5.39 The arboricultural assessment accompanying the application has found the existing trees on the site to be recent but poor specimens of poor amenity value that do not require retention. Enhancement could, however, be achieved by appropriate landscaping that can be achieved as a condition to the grant of permission.

Archaeology

- 5.40 The applicant has included a response from the County Archaeologist received previously in reply to consultation on the previous application for the hotel and office development previously approved on 3 November 2008 under application reference 08/00670/FUL. That reply set out that records show the site to have been extensively quarried for brick earth and that further construction disturbance to have reduced the archaeological potential of the site to very low. Accordingly no archaeological recommendations were made. As such no archaeological assessment accompanies this current application.
- 5.41 This previous reply somewhat differs to that now received in response to consultation on the current application and which considers the site to be west of the mineral extraction activity. Whilst the applicant has rightly not seen the need to submit an appraisal based on previous advice, officers consider that

in order that no archaeological remains are destroyed without recording, it is necessary to respond on the basis of the latest advice and that a programme of archaeological work be required as a condition of the grant of permission.

Contamination

- 5.42 Policy ENV11 to the Council's adopted Core Strategy advises that the presence of contaminated land is not in itself a reason to resist development but requires that sites are subject to thorough investigation and that necessary remediation is carried out.
- 5.43 The application is accompanied by a Geotechnical and Geo-Environmental site investigation report examining contamination risk at the site based on consideration of desk-top data and site walkover. This report found no elevated concentrations of contaminants and therefore no remediation has been found to be necessary. The overall risk of contamination affecting the site is therefore low. The Council's Environmental Health Department is satisfied with the investigations carried out and conclusions of the report and raises no objection, subject to a condition to require remediation in the event that any contaminated material is discovered during ground works.
- 5.44 Subject to the recommended condition the proposal would comply with policy ENV11.

6 CONCLUSION

- 6.1 In determining this application regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. The site is outside those areas of the Joint Area Action Plan specifically identified for more intense and higher density specialised employment uses. The use as a car dealership would be predominantly office and technical servicing of vehicles to support vehicle sales, that on balance taking into account the location of the site opposite existing car dealerships, is acceptable in planning terms.
- 6.2 The building would be of a good design appropriate to the location and use proposed.
- 6.3 The development would give rise to an increase in traffic that can be accommodated on the local highway network.

7 RECOMMENDATION

- 7.1 It is proposed that the Committee **RESOLVES**

That the application be approved, subject to the heads of conditions, as set out below, subject to any reasonable changes the Managing Director/ Assistant Director, Planning & Regeneration Services shall deem fit.

Heads of Conditions**Time Limit**

1. Development to commence within three years.

Approved Plans

2. The development hereby approved shall be constructed in strict accordance with the approved plans (to be listed).

Submission of External Materials

3. Details of external materials to be submitted and agreed.

Flood Risk

4. Development to be implemented in accordance with the submitted FRA and revised information.

Archaeological

5. Full condition as recommended by the County Archaeologist.

Lighting

6. External lighting to be EASA compliant, as per recommendation of the Airport.

Landscaping

7. Submission of details for tree planting and landscaping of the completed scheme.

Ecology

8. Submission of further survey work findings and mitigation to be implemented

Contamination

9. In the event that land contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

10. **Construction Method Statement**

Submission of Construction Method Statement to provide for

- a) The parking of site operatives and visitors' vehicles.
- b) Loading and unloading of plant and materials.
- c) Storage of plant and materials.
- d) Wheel and underbody washing facilities.

11. **Roundabout Arm/Site Access**

Prior to commencement of the development , the new roundabout arm shall be provided as shown in principle on drawing WIE-11288-SA-95-0011-A01. The new arm shall be provided with clear to ground visibility splays and designed to accommodate existing movements associated with Bridle Way No. 10.

12. **Aviation Way Access Points Provision**

Prior to commencement of the development, the new access points onto Aviation Way shall be provided with clear to ground visibility splays.

13. **Surface Treatment**

No unbound material to be used in the surface treatment within 15m of the vehicular access.

14. No discharge of surface water onto the highway.

15. **Provision of Customer, Staff and Visitor Parking Prior to Occupation**

No occupation until the vehicle parking area is provided.

Cycle/powered two wheeler parking as shown on the plan shall be provided prior to occupation.



Shaun Scrutton
Managing Director

Relevant Development Plan Policies and Proposals

Rochford District Council Local Development Framework Core Strategy Adopted Version (December 2011)

Policies ED1, ED2, CP1, ENV10,

London Southend Airport Environs Joint Area Action Plan (December 2014)

Policies T1, ENV7

Rochford District Council Local Development Framework Development Management Plan adopted 16 December 2014.

Policies DM1, DM30.

Parking Standards: Design and Good Practice Supplementary Planning Document adopted December 2010

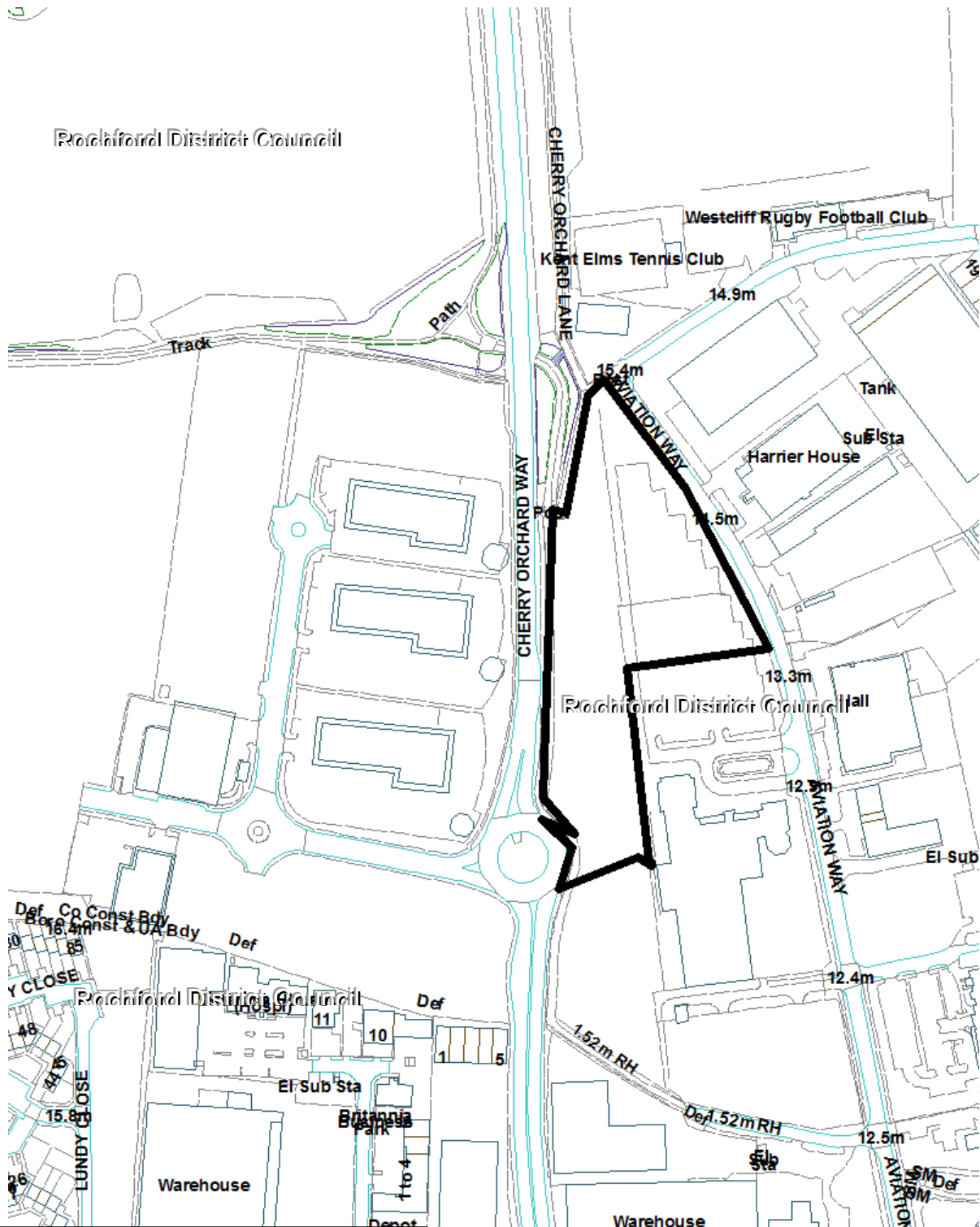
Sui Generis - Motor Vehicle showrooms and Motor Vehicle Service Centres

For further information please contact Mike Stranks on:-

Phone: 01702 318092

Email: mke.stranks@rochford.gov.uk

If you would like this report in large print, Braille or another language please contact 01702 318111.



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. This copy is believed to be correct.

Nevertheless Rochford District Council can accept no responsibility for any errors or omissions, changes in the details given or for any expense or loss thereby caused.

Rochford District Council, licence No.LA079138

